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OCT 27 2008

Appl. No. 10/535125
Amdt. dated October 27, 2008
Reply to Office Action of June 26, 2008
Attorney Docket: 18062

AMENDMENTS TO THE CLAIMS

This listing of claims will replace all prior versions, and listings, of claims in the application:

1. (currently amended) A hydraulic steering device for vehicles with an articulated joint between major ground-engaging components of the vehicles, comprising:

at [[a]] least one hydraulic swivelling motor for producing the steering movement;

a hydraulic pump with a variable flow rate and reversal of the direction of delivery, the pump in fluid flow communication with the at least one swivelling motor;

the at least one swivelling motor further being a swivelling vane motor having at least two movable vanes incorporated into the articulation joint or arranged on the turning axle of the articulation joint.

2. (currently amended) The steering device of claim 1, wherein: the variable flow pump with reversal of its delivery direction is also a constant displacement pump, and configured to be drivenly coupled to ~~driven by~~ a controlled variable speed electric motor.

3. (original) The steering device of claim 1, wherein: the variable flow pump with reversal of its delivery direction is a variable displacement axial piston pump with a swashplate.

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4. (currently amended) The steering device of claim 1, wherein: ~~the at least one~~
additional swiveling motor is arranged on an opposite side of ~~above and/or beneath~~
the articulation joint from the at least one swiveling motor.

5 (original) The steering device of claim 2, wherein: the at least one swiveling motor
is arranged above and/or beneath the articulation joint

6. (original) The steering device of claim 3, wherein: the at least one swiveling motor
is arranged above and/or beneath the articulation joint.

7. (original) The steering device of claim 1, further including: an electronic controller
connected to and controlling the operation of the pump.

8. (original) The steering device of claim 7, wherein: the electronic controller is a
micro-processor

9 (currentley amended) The steering device of claim 2, further including: sensors
configured to record ~~for recording~~ steering angle and further system parameters of
state are positioned on the at least one motor.

10. (currently amended) The steering device of claim 3, further including: sensors
configured to record ~~for recording~~ the steering angle and further system parameters
of state are positioned on the at least one motor.

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11. (original) The steering device of claim 8, further including: sensors for recording the steering angle and further system parameters of state are positioned on the at least one motor.

12 (currently amended) The steering device of claim 7, further including: a joystick connected to said electronic control element for setting the steering angle of the vehicle.

13. (original) The steering device of claim 12, wherein the joystick includes a force-feedback function.

14. (original) The steering device of claim 11, further including: a joystick connected to said electronic controller for setting the steering angle.

15 (original) The steering device of claim 14, wherein the joystick includes a force-feedback function

16. (canceled)

17. (currently amended) The steering device of claim 11-16, further including: a set angle prescribed by the operator is recorded in the micro-processor, and depending upon that the quantity and direction of the volume flow to the at least one hydraulic steering motor is influenced.

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18. (original) The steering device of claim 17, wherein: the actual angle of the steering device is recorded in the micro-processor and the volume flow to the steering motor is controlled by a control algorithm which is selectively variable depending upon the operating state of the vehicle, in particular a steering angle control and/or a steering angle velocity controller.

19. (new) The steering device of claim 1, wherein:

the swiveling motor is positioned in the joint such that a connecting section of a first portion of a vehicle runs through the swiveling motor and bearing points of the swiveling motor form a turning bearing between the first and a second portion of the vehicle .